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No. 17,873.

號三十七百八千七萬一第

日四十月七年卯乙

HONGKONG, TUESDAY, AUGUST 24TH, 1915.

二拜禮

號四十二月八年四國民華中

Price, \$3 PER MONTH.

THE HOME MAILS.

TO ARRIVE.
Aug. 24th.—Europe (via Negapatam) per
S.S. CORDILLERA.
Aug. 24th.—Europe (via Siberia) per S.S.
SOWA MARU.
Aug. 26th.—Europe (via Siberia) per
NOVARA.
TO DEPART.
Aug. 24th.—Shanghai, North China, Japan
via Nagasaki, Honolulu, United
States, South America and
Canada via San Francisco and
United Kingdom via Canada,
at 11 a.m., per S.S. CHUO MARU.
Aug. 24th.—Europe (via Siberia) at 11 a.m.
per S.S. CHUO MARU.
Aug. 24th.—Europe (via Siberia) at 1 p.m.
per S.S. CORDILLERA.
Aug. 26th.—Straits, Ceylon, Mauritius and
London, at 11 a.m., per S.S.
SOWA MARU.
Aug. 26th.—Europe (via Siberia) at 3 p.m.
per S.S. SINKANG.
Aug. 27th.—Straits, Borneo, Ceylon, Ad-
elaide, Western Australia, India,
Aden, Egypt and Europe, at 1
p.m., per S.S. NOVARA.
Sept. 8th.—Europe via Siberia, at 11 a.m.
per S.S. MONTAGUE.
Sept. 8th.—Shanghai, North China, Japan
via Moiti, Victoria, Vancouver
and United Kingdom via
Canada, at 11 a.m., per S.S.
MONTAGUE.

U.S.—For further returns and for Mails to
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Siam, etc., see the Post Office Notice
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7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 " " 10.00 " " 10 " "
10.00 " " 11.00 " " 15 " "
11.30 " " 12.45 p.m. " " 10 " "
12.45 p.m. to 1.15 " " 15 " "
1.15 " " 1.45 " " 10 " "
1.45 " " 2.15 " " 10 " "
2.15 " " 3.00 " " 15 " "
3.00 " " 4.00 " " 10 " "
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8.50 p.m. and 9.00 p.m. 9.30 to 11.00 p.m.
Every Half-Hour.
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Every Quarter-Hour.
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10.30 " " 11.00 " " 10 " "
11.30 " " 12.00 noon " " 10 " "
12.00 noon to 1.00 p.m. " " 10 " "
1.00 p.m. to 6.00 " " 15 " "
6.00 " " 7.00 " " 15 " "
7.00 " " 8.10 " " 10 " "
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Every information and special attention given to Tourists.
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Under the personal Management of Mr. and Mrs. Geo. E. KYLES.

SHOOTING TRAGEDY AT
SHANGHAI.

ACCUSED IN COURT.

CHARGES OF WILFUL AND
ATTEMPTED MURDER.

In H.M. Police Court at Shanghai last week, John MacFarlane, aged 31, a warder at the Shanghai Municipal Gaol, was charged: That he feloniously and wilfully kill and murder his wife, Isabella Anderson MacFarlane, aged 31, by shooting at her with a shot gun at 4.45 p.m. on the 10th instant; and that he did feloniously attempt to murder Elizabeth Peden, by shooting at her twice, with a shot gun at the same time and place.

Mr. K. E. Newman, appeared for the prosecution. The accused was not legally represented.

Mr. Newman shortly related the facts of the case. It appeared, he said, that prisoner returned home from a day's shooting at about five o'clock on Monday afternoon. Shortly after he entered his house the sound of a shot was heard. Then apparently the prisoner went upstairs with a gun in his hand and fired shots at a Mrs. Peden, who happened to be in the house at the time. When he first pointed the gun at her she ran into another room and eventually escaped downstairs, being fired at on the way down. One of the shots just missed her face by about two inches, but she managed to escape from the house, taking with her a small child. By this time, Mr. MacFarlane appeared and took the gun from prisoner, who then handed two cartridges to him. The body of Mrs. MacFarlane was found lying in the kitchen near a stove. Her jaw was shattered and undoubtedly her death had been instantaneous. At the time she was fired at she apparently was engaged in taking something from the stove, a dish containing food being found on the floor near her. Prisoner was taken to the police station and charged, and he was examined afterwards by Dr. Murray, who found him to be under the influence of drink.

A Chinese boy was the first to see the prisoner when he arrived home. As soon as he entered the house he threw a pigeon at the boy and told him to get out of the way. The boy did so, but not before prisoner had struck him twice with the butt end of his gun. The boy ran into the dining-room and escaped through the window. At this time Mrs. MacFarlane was apparently upstairs. She came down, and when shortly afterwards the sound of firing was heard, Mrs. Peden ran to the top of the stairs and saw the prisoner coming up with the gun in his hand. She had only a confused recollection of what happened in the next few moments, having suffered a nervous breakdown, but shots were fired at her. There were marks which showed that two shots had been fired from the landing, one of them scraping the banister of the stair. The case for the prosecution closed by that, on going upstairs, prisoner fired one shot towards the verandah, and then after Mrs. Peden had rushed through one room back to the stairs, he fired two shots downwards at her, one of the discharges grazing her knee. No clear motive for the act had been discovered, the evidence at present gathered showing only that the prisoner was under the influence of drink at the time.

Det. Sub-Inspector Crankshank gave evidence of arrest. When he went to the house he found prisoner in the care of Warders Mackenzie and Franklin. Mrs. MacFarlane was lying in the kitchen with a big gun-shot wound in the mouth. Witness took the accused into custody, and after having read the charge over and cautioned him, took down the statement which he then made.

Accused had no questions to ask, but after Mr. Newman had applied for a remand until Thursday, he inquired if he might have legal advice.

His worship—The charge against you is the most serious one known to British law, and I should advise you to get someone to defend you.

Prisoner—I have no money to pay for a lawyer.

His worship—Well, the Government cannot provide legal advice for you in this Court. Have you no friends who will help you?

Prisoner—I have no friends in Shanghai.

His worship—I advise you to get somebody to assist you in your defence.

Accused was then remanded in custody until Thursday at 10 o'clock.

RECRUITING IN COURT.

DIALOGUE BETWEEN JUDGE AND
AN "INCORRIGIBLE."

Placed in the dock at London Sessions on July 8th as an incorrigible rogue, William George Morley, 34, stated in reply to the Judge (Mr. A. J. Lawrie) that he begged for coppers because he was out of employment. The following dialogue ensued:

Mr. Lawrie: Can you read?

Prisoner: Yes, sir.

Have you seen any advertisements about lately?—There are plenty about, sir.

Have you considered them?—I have been looking about for work, sir.

I mean the advertisements which tell people that work can be obtained quite easily?—Is that so, sir? I must go and look for it.

Everybody must have seen the advertisements—There's plenty of them, sir.

Don't you understand what I mean?—You mean the advertisements offering jobs, sir?

Yes, advertisements telling people that there is plenty of work for all in Flanders, in Flanders, sir?

Exactly—in the trenches. Oh! I twig. (Laughter.) You mean recruiting posters, sir?

That's exactly what I do mean. Well, I never!

There is no excuse for an able-bodied man of 34 to go about the streets begging. Your country has done a lot for you, and I advise you to do something in return when you come out of prison.

Seven previous convictions were proved against the prisoner, who was sentenced to two months' imprisonment.

IN THE TOWER.

DIFFICULTIES OF A FURNISHED
FLAT.

The difficulties surrounding the occupation of a furnished flat were revealed in a case at the Summary Court yesterday, when F. K. Tata, Queen's Building, sued F. Bullock, of the Naval Yard, for \$55.11, being amount due as follows:—To rent of furnished premises, known as the Tower of Queen's Building, \$53.00; electric light \$2.41 and \$1 for scavenger's expenses, making a total of \$55.41. There was a counter-claim totalling \$75.00; made up of \$50 for all-glass batch of contract, \$10 as expenses for removing from the Tower, the balance being made up of several small items for repairs.

Mr. Haywood (of Mr. Leo d'Almeida's office) was for plaintiff; defendant conducting his own case from the solicitors' table.

Mr. Haywood explained the claim, remarking that plaintiff let his premises, the tower of Queen's Buildings, to the defendant in March for six months, the rent to be \$50 per month. As the result of negotiation the rent was subsequently reduced to \$40 per month on the understanding that plaintiff also lived on the premises. Plaintiff let the place on April 23rd and on May 23rd defendant wrote a letter asking plaintiff for a reduction in the rental, and it was then agreed that \$10 should be paid for May and \$50 for June. The only issue, Mr. Haywood added, was a difference of opinion, which was really adjusted in his (Mr. Haywood's) office in the presence of Mr. d'Almeida, plaintiff and the defendant. He would prove that this was so and that this was really the only difference between the parties.

His lordship asked if the parties could not settle the matter.

Mr. Bullock answered—I am afraid not, my lord.

Plaintiff in evidence spoke to the arrangement made for the rent to be \$50 per month, but it was reduced to \$40 because he (plaintiff) also lived in the premises. It was agreed also that the rent was to be paid in advance. Plaintiff left the premises in March and five weeks later received a letter from the defendant as the result of which an agreement was made at Mr. Haywood's office whereby defendant agreed to pay \$40 for May and \$50 for June, and also to allow plaintiff to take an inventory of the furniture and for defendant to quit the premises at the end of June. Defendant paid the rent for May, but not for June, nor had he ever paid it.

Defendant said that his case was that the premises were rented on lease for six months on certain conditions. Plaintiff, when he found he could not live with them, was annoyed, and as a result of plaintiff's determination to get them to leave the premises, they could not live in the tower any longer.

When cross-examining plaintiff defendant frequently referred to "my learned friend," and this led his lordship to remark: Are you a solicitor, Mr. Bullock?

Defendant replied—Not of this Colony, my lord.

Mr. Haywood—I am prepared to submit that he is not a solicitor, and ask for his papers on my own responsibility.

His lordship—It is only customary for members of the legal profession to refer to each other as "my learned friend." Do you say you are a solicitor, barrister, or what?

Solicitor, my lord, not of this Colony but of Ontario, Canada.

Defendant then remarked to plaintiff:—You elaborated in this letter (produced) what you were going to give us for \$30 a month; three rooms, three of which had twelve windows?—That is so.

And you know I had a family of three?—Yes.

Your room was our bedroom, and you used to dress and undress in that room, did you not?—No, I did not.

Was it in the dining-room?—Yes, when there was no one in there.

Did you tell us you were going to do all these things when you took the premises?—Yes, absolutely, I did.

For these privileges, then, you were willing to pay \$10 per month and for the same privileges you expected \$40 per month from us. There is really no trouble between us even now, is there?

No.

Then why did you leave us?—Because you said your eldest son was coming from Canada and I thought the premises would be too crowded.

Will you swear that you did not leave us on account of differences with my wife?—Not at all.

Will you swear you had no difficulties with my wife?—We expressed a few words, but had no difficulties.

At any rate, you say that was not the reason why you left us?—No.

Where did my children sleep during the time that you were sleeping there?—In the dining-room; you said they were frightened to sleep upstairs where I slept.

Plaintiff admitted taking some things away from the premises when he left; but they were only his personal effects. He denied that after he left the premises he waited on the stairs for the purpose of annoying defendant.

The hearing was adjourned.

HONGKONG STEAMERS IN
COLLISION.

MARINE COURT FINDING.

The President of the Court (Commander C. W. Beckwith R.N.) delivered the judgment of the Marine Court which on Friday and Saturday considered the case in which the Owner and Master of *Tai Shan* charged the Master of the *On Lee* (Captain Wilcox) with breaking the Harbour Regulations. The Court was composed of the Commander Beckwith (President), Acting Commander G. Gibson, R.N., (H.M.S. *Tamar*), Captain W. Messey (Yusung), Captain C. P. Seddon (Japan), and Captain E. Forsyth (Kurehara).

Mr. Eldon Potter (instructed by Mr. J. Scott Harston) appeared for the complainants, and Mr. H. E. Pellock, R.N. (instructed by Mr. C. D. Wilkinson), was for the Captain of the *On Lee*.

The finding was as follows:—

We find that the s.s. *Tai Shan*, Official No. 133245 of Hongkong, of whom Robert Alexander Birss, Certificate of Competency No. 924435 of Dundee, was Master, arrived at the Western Examination Anchorage, Hongkong, on a voyage from Macao at 6.10 p.m. August 8th, and sighting the Examination Officer's launch, steered for same; and that when within some 600 yards from that launch, was ordered by the signal "M.N." to stop, and then, as is customary, with the way of the ship, to proceed slowly and carefully towards the examination vessel. This signal was answered by the *Tai Shan* hoisting her answering pennant in the usual manner, and reducing speed, coming alongside of the examination launch, practically stopped and with her engines going astern.

We find that at the time the signal "M.N." was first made, the s.s. *On Lee*, of which James Wilcox, Certificate of Competency No. 636321, was Master, was also seen approaching the Examination Anchorage from the south-west, and about 1,000 yards off, going at full speed and heading for the examination launch. That the Master of the *On Lee*, however, took no notice of the urgent signal "M.N." which was made general to both ships with full sized flag, hoisted to a yard 25 ft. above the examination launch rail and kept flying for some two to three minutes, and the opinion of the Court on this point is that, if a proper look-out had been kept on board the *On Lee*, this signal must have been seen. The *On Lee* proceeded at full speed towards the examination launch, and when about 300 yards off, stopped her engines and reversed, altering course to starboard some three points to pass ahead of the examination launch, which was by this time backing down to deal with the *Tai Shan*, and the *On Lee* did collide with that ship, when going at between two to three knots, hitting her amidships and doing extensive damage.

We are of opinion that, if the *Tai Shan* had not been protected by a heavy timber fender strike, she would have been sunk, as a blow by the *On Lee* at that speed, and end on, would represent a weight of some 2,937 foot tons on impact.

It has been strongly urged by the learned counsel for the defence that the *On Lee* did not see the signal "M.N." and that even if he had seen it the master was under no obligation to obey it, his first duty being to obey the rule of the road, treating the examination launch as a mark only, and that in this case the *On Lee* had the right of way, coming up from the south-west and having the *Tai Shan* ahead and crossing with her starboard side open, and that the fact the *Tai Shan* was being dealt with by the examination officer did not relieve that ship from keeping out of the way of the *On Lee* and obeying Article 19 of the rule of the road, etc.

The Court are very clear on this point, and would point out that the examination anchorages are well marked and established areas, and that all ships coming into such anchorages are under the direct order of the examination officer, who shall give such order by signal or otherwise for the proper discipline and safety of such anchorage. Suitable officers of experience are specially selected by the Naval authorities for the discharge of such duties; and that Article 19 of the rule of the road did not apply in this case. As the *Tai Shan* was in the process of being examined, and was not under command, the *On Lee* should have been governed by Article 27, and we consider that it was plainly the duty of the master of the *On Lee* to have reduced his speed when the signal "M.N." was made and then to have navigated with caution, seeing that the *Tai Shan* was under examination. This also holds good by the ordinary practice of good seamanship and the circumstances of the case, and we consider the *On Lee* was navigated at a high speed in the Examination Anchorage to the danger of other ships and that Articles 27, 29, and 30 of the rule of the road were contravened.

Taking into consideration that at a previous Marine Court held at this Port of the 29th April 1914, in the case of the *On Lee*, where the master, James Wilcox, was found guilty of dangerous navigation and warned to be more careful in future, we now order more carefully to be suspended for six months, during which time a 1st mate's certificate will be allowed if applied for. And the cost of the investigation by this Court will be recoverable from the *Sze Yap Steamship Co., Ltd.*

PEKING NOTES.

[FROM OUR OWN CORRESPONDENT.]

PEKING, August 11th.
SIGNS OF THE TIMES.

Two or three weeks ago I drew attention to the presence of the many governors and military chiefs in Peking and commented on the fact that their visit was associated with probable changes in the form of government. Since then nothing has occurred to change this view of the situation, and if anything were needed to confirm the belief that a dynastic movement is in progress it would be supplied by the recommendation of the State Conference in favour of the creation of a nobility of limited duration and of diminishing degree, as in the days of old. Six ranks are proposed, ranging from a prince down to a baron. The honour of prince will only remain with the recipient, his successor becoming a duke, and his successor continuing in the order of earl, viscount, and baron. Whatever faults may be charged to the President, he evidently sees the wisdom of inaugurating a system of nobility at present, as he has shelved the proposition, though, of course, it may be heard of again in the not very distant future.

ESCAPED WAR PRISONERS.

Something of a sensation has been caused among the few who are aware of the fact that the two Austrian prisoners who escaped from Siberia last winter had made their way to Peking, where they were interned, had broken their parole and taken refuge in the Austrian Legation in Tientsin, which had declined to give them up to the Chinese authorities. If China were not very much afraid of Germany it might be expected that strong action would have been taken in respect of this matter, but so far nothing has happened. Another incident which may be related deals with the alleged sale of two forged passports last week for \$180 each. If the two events are bracketed they assume considerable importance. If they are not bracketed they are nevertheless of interest.

RESIGNATIONS.

It is believed that Liang Tzu Yen will send in his resignation for a third time, but it is not likely to be accepted. He is not in a very happy position. Last week I mentioned that he had complained that there were persons in his department who were not quite honest or faithful. This complaint is understandable when it is remembered that Liang, although a Cantonese, is not of the Cantonese party, and his ministry is staffed by men who belong to the Cantonese clique. No wonder he does not feel too well pleased with affairs.

TSINGTAU CUSTOMS PROBLEM.

A period has at length been set to the difficulties in respect of the Tsingtau Customs problem. After protracted negotiations, conducted between Mr. Agnew, Inspector-General of the Chinese Maritime Customs, on behalf of the Chinese Government, and Mr. Hiochi, the Japanese Minister in Peking, an agreement has been reached whereby the Japanese functionaries at Tsingtau as under the German régime, and the Japanese Customs officials at present engaged there are drafted into the Chinese Customs service. This is regarded as fairly satisfactory by the Peking authorities, but there seems to be one question left unsettled, and that is, the continuation of payment of the rebate of 20 per cent. to the Japanese Government. As the matter stands at present it looks as if the Japanese, notwithstanding their repeated assurances, do not contemplate handing over Kiaochow to the Chinese Government, but time will tell.

PERSONAL.

Dr. Wellington Koo, the new Minister to Mexico, had a hearty send-off from Peking on Friday night, many foreigners and Chinese going to the station to bid him good-bye. The career of this young diplomat will be watched with considerable interest, for his rapid promotion is not altogether due to the fact that he married the daughter of Tang Shao Yi, but to his own conspicuous ability. His departure was made under the happiest auspices, as before he left he received a further mark of the President's appreciation in the form of the Chiao Ho Decoration, second-class.

WAICHAIPU BUILDING.

It is interesting to note that the opposition of the President to big expenditure for Government buildings has been overcome by the Minister of Foreign Affairs in respect of the Waichai Pu, and His Excellency has ultimately sanctioned the building of premises in accordance with the requirements of this important office.

RUSSIAN GROCER SHOPS.

The purging process in Russia is being reflected in Peking. For years the low-class grocer shops in Peking and Tientsin have been largely in Russian hands and the usual adjuncts to these shops have been conducted by Russian women. Orders have now been issued that the Russians engaged in these undesirable occupations have to clear out from Peking and Tientsin. While the good intention of the Russian authorities has to be recognized, it is doubtful if any sweeping reform will follow, because it is almost inevitable that these houses will pass to other owners. Still, the step is to be commended, and it is just possible that greater difficulties will be encountered by men and women of less important nationalities conducting these establishments.

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LANE, CRAWFORD & CO.,

WINE, SPIRIT & CIGAR MERCHANTS.

[22]

SAKURA
BEER.

Hongkong, 12th August, 1915.

[865]

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THE Premises No. 88, SHAMEN, B. C., Canton, comprising Dwelling House, Godowns and Outhouses, lately occupied by Messrs. F. BLACKHEAD & Co.
Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 24th August, 1915. [890]

G. R.

PUBLIC WORKS DEPARTMENT.

IT IS HEREBY NOTIFIED that the Government are prepared to let as Offices to suitable tenants, ROOMS Nos. 5, 6 and 7, on the Top Floor of the POST OFFICE BUILDING (New Government Offices) in Pedder Street on a YEARLY tenancy.
Further particulars and conditions of letting may be obtained on application at the Office of the Director of Public Works.
W. CHATHAM,
Director of Public Works.
Hongkong, 23rd August, 1915. [887]

FOR SALE.

PACIFIC MAIL S.S. Co.'s GODOWNS, Nos. 1 and 2, connected by covered alleyway—located on Section B Marine Lot No. 243, Kennedy Town, Crown Rent \$160.00 per annum, together with permanent STEEL PIER opposite Godowns, and upon which the Crown Rent is \$300.00 per annum.
STEAM LAUNCH "AMERICA" in first class condition, having been stripped and thoroughly overhauled in 1914.
2 BOATS WITH THEIR MOORINGS, both in first class condition, having been recently thoroughly overhauled and refitted with new mooring chains.
For further information apply to—
R. C. MORTON,
Agent.
Hongkong, 24th August, 1915. [888]

THE NATIONAL LOAN OF THE THIRD YEAR OF THE REPUBLIC OF CHINA.
SIXTEEN MILLION DOLLARS (\$16,000,000)

SUPPLEMENTARY ISSUE OF EIGHT MILLION DOLLARS (\$8,000,000).

SUBSCRIBERS to the above LOAN are hereby notified that the interest instalment for the month of August amounting to Dollars One Hundred and Twenty Thousand (\$120,000) has been duly received by the Undersigned and brought to Loan Service Account.

F. A. AGLEN,
Inspector General of Customs,
and Vice-Chairman of the Bureau of National Loans.
Inspectorate General of Customs,
Peking, 16th August, 1915. [889]

WANTED.

JAPANESE, 31 years of age, Married. Seeks position as General Work Assistant or Bookkeeper. Experience on Accounting Staff of Bank and as Clerk of Shipyard. Full investigation courted. Salary to be settled after trial.
Write—
O. SAKAI,
No. 11, D'Aguilar Street.
Hongkong, 18th August, 1915. [871]

G. R.

NOTICE.

ANY EUROPEAN, Non-Asiatic or Indian desiring to leave the Colony should apply in writing for permission to do so to the Captain Superintendent of Police, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.
Hongkong, 10th July, 1915. [738]

SAVE YOUR BLADES
GIVE YOUR RAZOR A NEW LEASE OF LIFE.
Remember we do all kinds of grinding and edge making. We sharpen Clippers, Shears, Scissors, per Pocket Knives, Surgical Instruments, etc.
WE SHARPEN EVERYTHING.
CAMPBELL, MOORE & Co., LTD.
Hongkong, 22nd July, 1915. [887]

JUST RECEIVED:

SEEDS.

GRACA & CO.,

No. 11A, CAINE ROAD,
Hongkong.
Hongkong, 18th August, 1915. [725]

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By popular English Manufacturers. In all Bore and Sizes.
SMOKELESS POWDER and CHILLET SHOT. From No. 10 to B&S&G. at 16, 17 and 18.50 per 100. SPORTING REQUISITES and AIRGUNS in Variety.
Inspection Invited.
WM. SCHMIDT & Co.
Hongkong, 4th February, 1915. [509]

PUBLIC COMPANY

HONGKONG HOTEL CO., LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held at the Company's Hotel on SATURDAY, the 28th August, 1915, at Noon, for the purpose of receiving a Statement of Accounts of the Company to the 30th June, 1915, with the Report of the Directors, and to discuss any matter that may be competently brought before the Meeting.
The TRANSFER BOOKS of the Company will be CLOSED from 21st to 28th August, 1915, both days inclusive.
By Order of the Board,
J. H. TAGGART,
Acting Secretary.
Hongkong, 16th August, 1915. [369]

FRENCH LESSONS

G. MOUSSON.

15, MORRISON HILL ROAD.

[794]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

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Hongkong, 4th February, 1915. [516]

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[145]

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Apply to—
SHEWAN, TOMES & Co.
Hongkong, 3rd December, 1914. [39]

TO LET.

A HOUSE in Knapford Terrace, Kowloon.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st March, 1915. [45]

TO LET.

WHOLE or PART SHOP in Chater Road.
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CLARK & Co.,
Opticians.
Hongkong, 25th June, 1915. [705]

HOUSES TO LET.

TO LET.

ONE ROOM, Seymour Road, suitable for a Lady or Bachelor. No board.
Apply to—
"S."
Care of "Daily Press" Office.
Hongkong, 23rd August, 1915. [885]

TO LET.

NORMAN COTTAGE, No. 2, Peak Road, 4 GOOD ROOMS. Immediate possession.
Apply to—
PERCY SMITH, SETH & FLEMING.
Hongkong, 20th August, 1915. [875]

TO LET.

HARPERVILLE, Garden Road, SEVEN ROOMS, Very Large Dining Room, immediate possession, house in excellent order. Tennis Court and Garden.
Apply to—
PERCY SMITH, SETH & FLEMING.
Hongkong, 20th August, 1915. [876]

TO LET—FURNISHED.

FOREBANK EAST, No. 100, THE PEAK, Tennis Court. From September.
Apply to—
Care of "Daily Press" Office.
Hongkong, 18th August, 1915. [870]

OFFICES TO LET.

NO. 6, DES VEAUX ROAD, 1st Floor.
Apply to—
JOSEPH BROTHERS.
Hongkong, 17th August, 1915. [867]

TO LET.

FROM 1st September, that part of the building known as "STONEHENGE," No. 5, Robinson Road, now in the occupation of the Nippon Yusen Kaisha, particularly suitable for a Boarding House.
Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 10th August, 1915. [847]

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BRITISH CONCESSION, SHAMEN.
ONE THREE-ROOMED FLAT, also Good Office and Godown accommodation.
Apply to—
T. E. GRIFFITH, LTD.,
Canton, 29th July, 1915. [798]

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FROM 1st September next, desirable SIX and EIGHT ROOMED Residences in Broadwood and Wong-Nel-Chong Roads, the latter commanding a Fine View of the Race Course.
For terms and particulars, apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 16th July, 1915. [787]

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HOUSES in LYBEMOON VILLAS and TORRES BUILDINGS, ready for occupation from the 1st August next.
Apply to—
SPANISH DOMINICAN PROSECUTOR.
Hongkong, 16th July, 1915. [501]

NOTICE.

TO LET—A HOUSE at Observatory Villas Kowloon.
Apply to—
ABBATOON V. APCAR & Co.
Hongkong, 6th July, 1915. [729]

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2ND FLOOR No. 1, DUDDELL STREET, for Office or Dwellings.
Apply within.
Hongkong, 1st June, 1915. [616]

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FOUR-ROOMED FLATS in Hanoi Road, Kowloon, and MAY ROAD, Hongkong, with possession in October next. English Baths and Kitchen Ranges, Hot and Cold Water, Electric Light. First Class Modern Appointments throughout, including Water Carriage System.
"PENYBHEW," Minden Row, Kowloon, 6-Roomed House, with Tennis Court.
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FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.
FLATS in Nathan Road, Kowloon.
A FLAT in Humphrey's Buildings, Kowloon.
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HUMPHREYS ESTATE & FINANCE CO., LTD.,
Alexandra Buildings,
Hongkong, 17th July, 1915. [852]

TO LET.

HOUSES in CLIFTON GARDENS, Conduit Road.
OFFICES, facing the Harbour between the Hongkong Club and Post Office.
58, THE PEAK "THE RETREAT."
21, WONG-NEL-CHONG ROAD, GODOWNS, New Prince, Kennedy Town.
GODOWNS, at Wanhsai Road.
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THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st April, 1915. [38]

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Three shallow drafts intoxicate the brain
And drinking deeply sobers us again."—Pope.

PINTS 85 CTS. PER DOZ.
SPLITS 50 CTS. " "



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[13]

BIRTHS

BYRON.—On August 17th, at Tientsin, to Mr. and Mrs. T. L. BYRON, a son.
LITTLE.—On August 18th, at Peking, to Mr. and Mrs. E. S. LITTLE, Jun., a daughter.

DEATH.

BEAUCHAMP.—On July 7th, at 51 St. Helen's Gardens, North Kensington, London, W., ELIZABETH HAZELDINE, widow of ROBERT HALPHRED BEAUCHAMP, late of Shanghai, aged 64.

HONGKONG OFFICE: 10A, DES VEAUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 24TH, 1915.

THE SUBMARINE AS A WEAPON OF WAR.

ABOUT two months before the outbreak of the war Admiral Sir Percy Scott published in the *Times* a letter in which he submitted that submarines and sea-planes had become the premier weapons of sea power in place of battleships, and that battleship fleets should accordingly be discarded in favour of an enormous fleet of submarines, airships and aeroplanes and a few fast cruisers "provided a place can be found to keep cruisers in safety during war time." The Admiral's views were much discussed and criticised at the time. One Naval Officer, who poured ridicule on the views ventilated by Sir Percy Scott, declared that in naval manoeuvres perhaps the most acute of the anxieties experienced by the captain of a battleship was to avoid running down and sinking the "enemy's" submarine and torpedo craft. When these questions were being academically discussed in the newspapers it was hardly dreamt that a war was so near at hand in which the value of submarines would be put to a practical test. In the course of the past twelve months more than a round dozen of large warships—British, German, French and Italian—have been sunk by submarines, but as against Sir Percy Scott's argument in favour of the absolute superiority of the submarine, the fact must be observed that no modern battleship on either side has been touched by an underwater craft, and some naval experts are pointing to this as showing that the value of the undersea vessel has

been greatly exaggerated. On the other hand, we cannot recall an instance of a submarine being rammed by any battleship, though a considerable number of the enemy's submarines have been destroyed by gunfire or by being rammed by small craft, in some cases by merchant ships which had been attacked contrary to the hitherto accepted rules of warfare. Sir Percy Scott apparently never dreamt that the submarine would be used by any civilised nation for any other purpose than attacking ships of war, which shows that he, like most people, did not at that time know the mentality of the German Naval Staff. Since the month of February, however, we have seen deliberate warfare carried on by German submarines against defenceless passenger liners, peaceful merchant shipping and even fishing craft, and notwithstanding the horror and dejection expressed throughout the civilised world, these barbarities continue. While this piracy has brought every discredit on Germany in practising her "blockade," it has not brought about the results that were expected, as the weekly returns of the shipping of the United Kingdom clearly attest. We do not know the full total of ships sunk to date, but a month ago the figure was given as 200, and of these seventy were neutral ships. Mr. CHURCHILL some time ago reminded us that in the French war we lost ten ships a week for a period of ten years. Compared with this, the results of Germany's submarine piracy are meagre indeed. But ships to-day are larger and the cargoes in many cases, perhaps, more valuable, and no doubt when the values of ships and cargoes come to be totalled up at the end of the war it will represent an important item in the indemnity which will be demanded from Germany.

Mails for Europe via Siberia close to-day at 11 a.m. and at 4 p.m.

At the Marine Court yesterday the Master of the steam launch *Wing Hong* was fined \$25 for carrying 28 passengers in excess of those permitted by his licence.

A lean-to shed at the Sailors' Home collapsed on Sunday, but fortunately caused injury to no one. The shed was used as a shelter for seamen waiting at the Mercantile Marine Office.

The Great Northern Telegraph Co., Ltd., inform us that Chief Censor, London, notifies that combinations of plain language and Code in one single word—e.g., Chiliap-vz, meaning Chili arrives—are not admissible.

During the storm on Sunday evening the flag-staff on the roof of the Peak Hospital was struck by lightning. A number of bricks and a wooden grating on the roof were dislodged but the damage was not serious.

A San Francisco telegram to the *Asahi* states that the Japanese girls who expected to give dances at the Exposition have been refused landing and efforts by the Japanese Consulate seem to be of no avail. The party are to start a suit in the Courts.

The return of the number of cases of communicable diseases notified as occurring within the Colony during the week ended August 21st is as follows:—6 fatal cases of Bubonic Plague, all Chinese (1 imported); and 3 of Enteric Fever (2 imported), 1 British, 1 American and 1 Malay. Only one of these cases was fatal.

At H. M. Police Court at Shanghai last week, Charles Killen, aged 31, described as a commission agent, was charged for that, on August 17th, he did unlawfully and without lawful authority or excuse have in his possession certain forged bank notes, to wit, 2,420 forged Hapeh Government notes, knowing the same to have been forged, contrary to section VIII. of the Forgery Act, 1913. On the application of Mr. Newman, prisoner was remanded in custody until Monday, bail being allowed—himself in the sum of \$250, and two British sureties of \$500 each.

Revenue Officer Wilden has made another valuable haul of opium. On the night of the 16th he approached in a motor-boat a sampan which was anchored off Wanchai. The noise of the motor-boat awakened the occupants of the sampan, and one man jumped overboard. Two women who were in the well of the boat rushed to the hold, with the intention, apparently, of taking off the lid and getting down into the hold. The Revenue Officer boarded the junk, and in the hold discovered 650 taels of prepared opium. The two women were arrested, and appeared at the Magistracy yesterday, the case being remanded.

The August issue of *Religiae Patria* announces that the family of Chao Po Sien, Comprode of the China Sugar Refinery Co., Ltd. (nine persons in all) took the vows of Christianity, at the Roman Catholic Cathedral recently in the presence of the priests of the vicariate, the Spanish and French missions and the Sisters of St. Paul de Chartres. The ceremony was conducted by Bishop Pozzoni, and was "of great splendour."

The omission of an official invitation of representative Christians to the Coronation ceremony, says the *Japan Chronicle*, has given rise to complaints among the Christian leaders in Japan, though they are expressed with discretion in deference to the close connection of the affair with the Emperor's person. According to the *Jiji Shimbun*, the Christians are not satisfied with the explanation given by the Minister of Education, namely, that the invitation was extended only to representatives of Buddhism and Shintoism because the leaders of those creeds are entitled to the special treatment due to officials of *chokunin* rank.

The death took place on 18th ult., at Edinburgh, of Mr. A. D. Provand. Mr. Provand, who was 78 years of age, was an old resident of Shanghai. On his retirement from China he was engaged largely in Manchester business, and was for some years member of Parliament for the Blackfriars and Hutesontown division of Glasgow. He naturally took great interest in all matters affecting commercial matters in China, and his questions often dealt with this subject. He was a strong Home Ruler, and at the General Election of 1896 declared he was strongly in favour of "the establishment of a statutory Legislative Assembly in Dublin for dealing with distinctively Irish affairs." He was re-elected in 1892 and 1895, but at the General Election of 1900 he was opposed by Mr. Bonar Law, and defeated by 4,140 votes to 3,140.

PRINCE OF WALES' FUND.
SECRETARY OF STATE'S APPRECIATION.

The following despatch received by the Government from the Secretary of State for the Colonies has been forwarded to us for publication:—

Downing Street,
15th July, 1915.

SIR, I have the honour to acknowledge the receipt of your despatch No. 215 of the 4th June, reporting that further remittances of £7,000 and £2,000 have been placed to the credit of the Prince of Wales' Fund, and to request that you will convey to the subscribers an expression of my appreciation of the continued generosity of the community. I have, etc.

(Sd.) A. BONAR LAW,
Governor

Sir P. H. May, K.C.M.G.,
Hongkong.

MACAO NOTES.

[FROM OUR OWN CORRESPONDENT.]

MACAO, August 22nd.

DEATH OF MR. SMOLLETT CAMPBELL.
The news of the death of Mr. Smollett Campbell, Commissioner of the Chinese Maritime Customs at Loppa, was received here with much regretful surprise.

THE MACAO VOLUNTEERS.

On Wednesday the local Volunteers will celebrate their first anniversary, and it is expected that the day will be one of "feasting and enthusiasm." Early in the day the band will play in front of Government House, to be followed by the hoisting of the flag at the Volunteer headquarters, where the band will also provide music. In the evening representatives of the Senado will present the Corps with a Standard which has been beautifully embroidered by the Sisters of the Italian Convent. The Standard is being presented by the Senado in the name of the Portuguese community of the Colony. Speeches will be made, and Sr. Maia will review the Corps. These functions will all take place on the Long-tin-chin's ground, commencing at 5 p.m. When darkness arrives the headquarters of the Volunteers, and also the gardens of St. Francisco will be illuminated, and the band will discourse selections until a late hour.

FLYING.

An airman (Tom Gunn) will give exhibitions at Porta do Cerco on the 23rd and 29th, the proceeds of which will be devoted to the West River Flood Fund. The aeroplanes will be on view to the public in one of the cinema theatres some days before the flying takes place.

SIXTY-SIX YEARS AGO.

Sixty-six years ago to-day the assassination took place of Governor Amaral. The 23rd, the day on which the Volunteers' first anniversary takes place, is also the 60th anniversary of the heroic deed of Mesquita and his 35 companions in capturing the "Pock-suean." The day is set aside as a public holiday.

THE WAR.

GREAT RUSSIAN NAVAL VICTORY.

ELEVEN GERMAN WARSHIPS DESTROYED.

BRITISH SUBMARINE SINKS BATTLE-CRUISER.

GERMANY'S FINANCIAL PERIL.

SENSATIONAL DISCLOSURES OF SECRET CONFERENCE.

OPERATIONS IN GALLIPOLI.

THREAT OF NEW BRITISH LANDING.

NAVAL ACTIVITIES.

(THROUGH REUTER'S AGENCY.)

RUSSIA'S GREAT NAVAL VICTORY.

SUPER-DREADNOUGHT, THREE CRUISERS, SEVEN TORPEDO-BOATS SUNK.

INVASERS AT PERNAU EXTERMINATED.

PETROGRAD, August 23rd.

A communiqué makes the bold announcement that the German Fleet has left the Gulf of Riga.

This was the first intimation of the great Russian Naval victory, of which the details were subsequently announced in the Duma by the President, M. Rodzianko.

This led to rejoicings in Petrograd. M. Rodzianko said the super-dreadnought *Moltke*, three cruisers and seven torpedo-boats were sunk, whereupon the German Fleet quitted the Gulf. The Germans afterwards attempted to land at Pernau four big barges of troops. Russian militia, unaided by artillery, exterminated the invaders and captured the barges.

LATER.

Crowds have been besieging the Admiralty to learn the latest news. The blow inflicted on the Germans is of such gravity that it will compel the enemy to revise their plan for co-operation by land and sea forces, and probably lead to the abandonment of further developments around Riga.

British submarines rendered valuable aid to the Russian Fleet, which from the shelter of the Great and Little Sounds was able to harass, cripple and finally expel the enemy from the Gulf.

The Russian losses were extremely small, and the efficiency of the Fleet has been in no wise impaired. Members of the Duma have asked M. Rodzianko, the President, to congratulate the Navy on their splendid achievement, and to convey to the Minister of War their compliments on the defeat of the invaders at Pernau by local levies.

PETROGRAD, August 23rd.

A Naval communiqué confirms the fact that the Russians sank two German cruisers and eight destroyers, while a British submarine sank one of Germany's finest Dreadnoughts.

[The *Moltke* was one of Germany's most powerful battle-cruisers. Launched three years ago, she displaced 21,500 tons, carried eight 12-inch and ten 5.9-inch guns, and had a designed speed of 28 knots. Her crew would number about 1,000. The *Moltke* was one of the battle-cruisers which raided Scarborough and Hartlepool, and also figured in the Dogger Bank scurry, in which the *Blucher* was sunk. She is the first super-Dreadnought to be destroyed by a submarine.]

BRITISH SEAPLANE'S EXPLOIT.

TROOP-LADEN TRANSPORT SUNK.

PARIS, August 22nd.

The *Temps* states that a British seaplane bombed and sank a transport filled with troops in the Sea of Marmora.

(THROUGH REUTER'S AGENCY.)

TURKISH SAILING SHIPS SUNK.

PETROGRAD, August 23rd.

A communiqué announces that Russian torpedo-boats sank 100 Turkish sailing ships in the Black Sea.

SUBMARINE PIRACY.

LONDON, August 22nd.

The London steamer *Othen* has been sunk. The crew were landed. The steamers *Daghestan*, *Carter's Wheel*, and *Windsor* have been sunk. The crews were saved.

The steamer *William Dawson* was blown up, and five persons were lost.

THE "ARABIC" OUTRAGE.

LONDON, August 22nd.

The official figures show that of the passengers and crew of the *Arabic*, there are missing twelve cabin passengers, six steerage, and 39 of the crew.

AMERICA AGAIN ASKS FOR "EXPLANATIONS."

WASHINGTON, August 22nd.

The American Ambassador at Berlin is asking for explanations regarding the torpedoing of the *Arabic*. Meanwhile the government is ascertaining the facts very fully, and some days are likely to elapse before the United States decision will be taken.

Undoubtedly the matter is viewed with extreme gravity. The officials frankly do not desire to break with Germany if such can be avoided with honour.

It is understood that the Government is willing to consider any explanation of apology that Germany may be disposed to give, although the diplomats are not hopeful that such will be submitted.

THE NEAR EAST

(THROUGH REUTER'S AGENCY.)

HEAVY FIGHTING IN GALLIPOLI.

BRITISH LAND NAVAL GUNS.

LONDON, August 23rd.

A Turkish communiqué shows that heavy fighting has been in progress at the scene of the fresh British landings on the Gallipoli Peninsula.

It mentions the landing of Naval guns on the 21st inst., and says that thereafter the enemy, numbering a Division, attacked in the district of Anafarta. The communiqué declares that this attack and another near Ariburnu on the afternoon of the 21st inst. failed.

"SURRENDER OF WHOLE TURKISH ARMY INEVITABLE."

LATER.

A despatch to the *Chicago Daily News* from Imbros, dated the 20th inst., says the British landed 60,000 men at Suvla Bay in twenty four hours on the 19th and completely surprised the Turks, whose communications were cut.

The surrender of the whole Turkish army in Gallipoli is inevitable, the correspondent says.

RUSSIAN FRONT.

(THROUGH REUTER'S AGENCY.)

A PAUSE IN POLAND.

PETROGRAD, August 22nd.

A pause in the fighting on the Eastern front is indicated in a communiqué. The Russians are still holding back the Germans in the Baltic Provinces, and have checked the enemy's offensive in the region of Kovno. The Russians repulsed a series of particularly fierce attacks in the region of Bielsk, which cost the enemy enormous losses.

RUSSIANS STATIONARY.

FATE OF NOVOGEORGIEVSK.

PETROGRAD, August 23rd.

A communiqué says:—Our land front remains firm in the region of Riga and in the direction of Jacobstadt and Dvinsk towards the west.

There has been no direct news of Novo-georgievsk since Friday, but the latest information furnished by our aviators shows that the situation at the fortress at nightfall on Friday was so difficult that there is no reason to hope that the garrison is further resisting.

The positions of the troops are generally stationary along the whole front.

The enemy since Friday evening attacked obstinately in the region of Bielsk and from Violdava to Pichta, but was held by our counter-attacks.

GENERAL.

(THROUGH REUTER'S AGENCY.)

GERMANY URGENTLY DESIRES "HONOURABLE PEACE."

COMPLETE BANKRUPTCY AHEAD.

CHANCELLOR THREATENS TO RESIGN.

AMSTERDAM, August 23rd.

The *Telegraph* learns from Geneva that Dr. Bethmann-Hollweg convoked a secret sitting of Ministers, leading politicians, and publicists prior to the sitting of the Reichstag.

The Finance Minister explained that the new War Loan would completely exhaust the financial resources of Germany, and the increase of Exchequer bonds would cause the complete bankruptcy of Germany. Therefore it was necessary to prepare for an honourable peace.

Dr. Bethmann-Hollweg said the difficulties were increasing. He advised those present to use their influence to soften belligerent inclinations and the expansion policy in the Reichstag and country and to carefully prepare peace proposals acceptable to the Entente Powers.

Herr Dernburg's report about the feeling in the United States made a strong impression.

Count von Moltke fully agreed and said only those uninformed of the situation could hope for the possibility of a complete defeat of the Russians.

The meeting, however, refused to adopt a resolution advising the Reichstag in favour of moderation.

Dr. Bethmann-Hollweg then intimated that if a majority of the Reichstag showed an irreconcilable Chauvinistic attitude he would be obliged to resign as he could not accept the responsibility of disaster.

FUTILE EFFORTS TO BREAK THE ALLIANCE.

ALLIES' CONFIDENCE REMAINS UNSHAKEN.

PETROGRAD, August 23rd.

M. Sazonov, the Russian Minister for Foreign Affairs, has informed a deputation of the Press that repeated attempts by the enemy to inaugurate a discussion of a separate peace with France and Russia had met with an absolute negative. The confidence of the Allies in the attainment of their aims had been in no wise shaken.

COTTON AS CONTRABAND.

INSTRUCTIVE STATEMENT BY FOREIGN OFFICE.

LONDON, August 22nd.

The Foreign Office issues a statement regarding the declaration of cotton as contraband, and gives figures of imports of raw waste cotton into Scandinavia and Holland for the last three months, as compared with the normal average of importation for those three months. The figures show that during those months the importation of cotton had not been substantially greater than in times of peace, and it may, therefore, be safely deduced that, apart from any other measures that have been taken, Germany has not since May received any considerable supply of cotton through these countries. It is not to be anticipated that, owing to the declaration of cotton as contraband there will be any great difference in the importation of cotton into the countries concerned, and there is no reason to suppose that the American or Egyptian exporters of cotton will in future be in less advantageous positions than they have been in during the last three months.

ROYAL VISITS TO INDIAN WOUNDED.

LONDON, August 23rd.

Their Majesties the King and Queen, with H.R.H. Princess Mary visited the Indian wounded at Brighton.

The King conferred a number of decorations.

After inspecting Lord Kitchener's hospital, their Majesties drove to a pavilion, where, after conversing with many of the wounded lying in their beds, they walked on to the lawn, where the Indians were drawn up.

The King animatedly conversed with the recipients of honours and shook hands with each.

(THROUGH REUTER'S AGENCY.)

ITALY'S WAR WITH TURKEY.

PEOPLE'S ENTHUSIASTIC APPROVAL.

ROME, August 22nd.

The entire Italian people and Press enthusiastically endorse the declaration of war with Turkey, particularly on account of Turkey's flagrant violations of Treaties.

WHY ITALY WARS WITH TURKEY.

PROBABLE INFLUENCE ON BALKAN SITUATION.

LONDON, August 22nd.

The importance of Italy's break with the Turks must be measured by its probable influence on the situation in the Balkans. It is believed that it will greatly strengthen the Allies in their negotiations, and will provide help in the difficult task in the Dardanelles.

Italy's grounds for declaring war are:— Firstly: Because of the support which the Turks had given in the revolt against the Italians in Libya.

Secondly: Because of the prevention of the departure of Italians resident in Turkey, Smyrna, and elsewhere.

FEAR IN BERLIN.

LONDON, August 22nd.

The news of Italy's declaration of war against Turkey created the deepest impression in Berlin. A telegram to Amsterdam asserts that it is feared in Germany that the entry of Italy into the Near East will seal the fate of the Dardanelles.

MOMENTOUS MOVE IN BALKANS.

GREEK PREMIER AND KING REACH UNDERSTANDING.

ATHENS, August 22nd.

There was a momentous move in the Balkan situation to-day. M. Venizelos accepted the Premiership and had an audience with the King, at which a perfect understanding was reached. His Majesty congratulating the new Premier. The latter will present a list of the Cabinet to the King to-night.

Athens is in fête.

LATER.

M. Venizelos will take the portfolio of Minister of Foreign Affairs.

AUSTRO-ITALIAN FRONT.

(THROUGH REUTER'S AGENCY.)

ITALIANS STEADILY ADVANCING.

ROME, August 22nd.

A communiqué says that steady progress is being made in the various sectors, especially on Carso, where useful captures have been made.

FRANCO-BELGIAN FRONT.

(THROUGH REUTER'S AGENCY.)

GERMAN ASSAULT IN VOSGES.

GROUND STREWN WITH ENEMY DEAD.

PARIS, August 22nd.

Today's communiqué says:—Feeble attacks by the Germans at Artois were defeated. There was also some fighting with large grenades. The Germans in the Vosges attacked the crest of Sondernach, and were completely thrown back, the ground being strewn with German dead.

AIRSHIP ACTIVITY.

(THROUGH REUTER'S AGENCY.)

ITALIAN AIRCRAFT ATTACK AERODROME.

ENEMY'S REPRISAL.

ROME, August 22nd.

A squadron of Italian aeroplanes attacked at dawn an enemy aerodrome near Gorizia, bombarding it for half an hour. They returned absolutely unharmed, despite a furious cannonade. Then Austrian aviators replied by bombing citizens in Udine, murdering five, including a woman and a baby.

A later announcement says that there have been further air raids. Italian aircraft dropping bombs and causing havoc at the aerodrome at Aisvitz.

SWEDISH GENDARMES MURDERED IN PERSIA.

PETROGRAD, August 23rd.

A Swedish instructor and twelve gendarmes have been killed and twenty-two wounded in a fight with Persian brigands near Kasvine.

WAR NEWS.

THE GAS POISONERS.

PATHTIC POLISH APPEAL TO PRESIDENT WILSON.

The Petrograd correspondent of the *Central News* says:—The delegate of the Polish-American Committee at Warsaw has addressed the following appeal to President Wilson:—"In the name of God and Humanity, the Polish nation addresses you as the President of the United States and as a Christian, with the prayer that you will use your powerful influence to compel Germany, at any cost, to renounce the employment of asphyxiating gases, which spread thirty versts from the battle-line. In a military respect the utility of these gases is more than doubtful, but if they are to be applied henceforward they will poison our citizens, their wives, and their children; will make the water and the crops unfit for use, and poison the wells and the horses and cattle. The effect of this will be that after the war we shall have, not only a ruined country, but a population which will slowly die out in consequence of the chlorine poisoning."

INTERESTING HOSPITAL FIGURES.

Some interesting statistics relating to the work of the German war hospitals are published in *Forwards*, covering the first nine months of the war. They show that the mortality percentage, never high, has steadily decreased month by month, a circumstance which is probably due to the improved accommodation which has become available, and also to the growing experience of the surgeons and nurses. The following table, compiled from information supplied by all the hospitals in Germany, gives the percentage of complete cures, deaths and other cases:

Cured and fit for service. Died. Cases.

August, 1914	84.8	3.0	12.2
September, 1914	85.1	2.7	8.1
October, 1914	85.9	2.4	8.7
November, 1914	87.3	2.1	10.6
December, 1914	87.8	1.7	10.5
January, 1915	88.7	1.4	9.9
February, 1915	88.6	1.3	10.0
March, 1915	89.5	1.6	9.5
April, 1915	91.2	1.4	7.4

Other cases comprise men who, though cured, are permanently disabled, and also men on leave. Part of the latter eventually return to active service, so that the percentage of men discharged as fit for service is really greater than appears.

"THE BRAND OF SHAME."

GERMANY'S CONDEMNATION OF THE KAISER.

Germany's anti-war party is actively at work. Among its latest propaganda is a manifesto issued on July 20th from Rotterdam to "associates and friends in Europe and America" by the committee of the German Humanity League. It says:—

"For nearly a year a devastating conflict has shattered our homes, darkened our lives, robbed us of our bravest sons, and set the whole civilised world against us. Our Government has by foul corruption deceived the Turkish nation and compassed its ruin."

"Let us look facts plainly in the face. No State covets our land or unearned German integrity. Our ships were free to sail and welcomed in every ocean. Our citizens enjoyed the civil rights in all parts of the world. Our industrial output found a ready market in every quarter of the globe. Commerce was increasing year by year."

"Everywhere the German flag was respected. To-day it is the badge of infamy. To their last hours the Kaiser, von Tirpitz, and Bethmann-Hollweg will carry upon them the brand of shame for the unparalleled ruin they have wrought and the misery into which they have plunged the world by their barbarism on land and sea."

"Fortified by these reasons, we earnestly appeal to every democratic Saxon, Bavarian, Hanoverian, and Württemberger to join hands with all who realise the unspeakable crime in demanding the evacuation of Brabant, Flanders, and Luxembourg, and the cessation of bloody outrages in Alsace and Lorraine."

GENERAL BOTHA AND THE KAISER.

Although the first news of the surrender of South-West Africa was relegated by the German Press to a very obscure corner of the papers, now that the extent and irrevocable nature of the loss have been realised there is a perfect flood of bitter comment. The *Hamburger Nachrichten* writes:—

"The loss will be painfully felt in Germany, for the bloody sacrifices of the Herero rebellion had attached South-West Africa to the German Motherland with especially firm bonds. Every German will also be painfully affected by the fact that at the head of the steadily advancing English Army stood that same Botha who, having been driven from his home fourteen years ago by England's lust for territory and brutality, was received with ardent enthusiasm by the German nation and greeted by us with almost as much cordiality as we had showed to the heroes who quelled the Hereros and Hottentots. Germany has once more received a characteristic reward for the sentiments it cherished towards a foreign race. It is not the first time in this war that those to whom German hospitality had been given in ample measure and who had occupied a seat at the Kaiser's table and received from Germany sincere and hearty assurances of friendship have ranged themselves in the front rank of those who now insult and slander the German nation."

"To-day Germany also receives the thanks of Botha and his supporters. In the beginning of the war we could hardly believe that the Boer nation would help the English to break into South-West Africa, which without the help of the Boers would still to-day be invincible. . . . The name of Botha will live in the memory of the German people as that of a man who betrayed a sincere friend."

"This is not the first time that the German Press has branded as 'traitors' men whose only crime was a refusal to betray."

ORDER OF THE HOSPITAL OF ST. JOHN OF JERUSALEM.

ITS HISTORY.

The history of the Red Cross movement, which figures to-day so largely in the public eye, when its wearers have gone forth in their thousands to tend the wounded on the field of battle or in the hospital at the base, is a story of devotion and sacrifice, its origin from the Order of St. John of Jerusalem.

From this most ancient Order which possesses an unbroken record, dating back to the eleventh century, is descended the Grand Priory of the Order of the Hospital of St. John of Jerusalem in England, and this in its turn brought into existence the St. John Ambulance Brigade as we know it to-day.

JERUSALEM.

With rare interruptions, a hospital had existed in the Holy City from the third century, ever since it had become a centre of Christian pilgrimage. Early in the eleventh century, certain merchants of Amalfi had purchased the site of the Latin hospital established by Charlemagne destroyed in 1010, with all the other Christian establishments, by order of the fanatical Caliph Hakim Biamrillah—and had there founded a hospital for pilgrims, served by Benedictines, which subsequently was dedicated to St. John the Baptist.

When in 1087 the Crusaders besieged the Holy City, the Hospice was in charge of a body of men calling themselves "The Poor Brothers of the Hospital of St. John." The Order was in its early stages, a purely healing brotherhood, unlike the great rival Order of the Knights Templars, which began as a military organisation. From the moment of the entry of the Crusaders the Hospice then under the leadership of a certain brother Gerard, grew greatly in importance and wealth. Donations and privileges were showered on the institution from all over the Holy Land and Europe. Princes, nobles, and prelates, from Provence, Spain, France, England, Portugal and Italy vied with each other in supporting this stronghold of Christianity in the Holy City, now delivered from the grip of the Saracens. By the time of Gerard's death in 1120 the institution was a great power throughout Christendom.

It was Raymond Puy, successor to Gerard, who gave the Order its military character. The armed defence of pilgrims to the Holy Land was no doubt already part of its functions, but it was a renewal of activity on the part of the Saracens which turned the healing brotherhood into a veritable military organisation. With the sanction of Pope Pascale II, the brothers were constituted as an Order of Knighthood by Raymond Puy, who assumed the title of Grand Master. The "cross argent on a field gules," or, in other words, the white cross on a red ground, henceforward a power for centuries throughout the Mediterranean; and a black robe with the eight-pointed white cross on the left breast, symbolic of the eight Beatitudes, as their distinctive dress in times of peace. The institution was at the height of its power when in 1187 Saladin drove the Christians from Jerusalem.

ACRE.

The Knights removed to Acre, where they erected grand buildings, and played such an important part in the defence of the town that it became known as St. Jean d'Acre.

CYPRUS.

In 1291 the Christians were driven wholly out of Palestine by the Saracens, and the Order removed to Cyprus, where their headquarters were the Castle of Kolossi, which is still standing, and which is partly the property of the English Order to-day.

RHODES.

In 1310 they removed to the Island of Rhodes, which admirably suited their purpose as a stronghold in the inland sea, and there set about building a fortress which should withstand the most desperate attacks of a large war fleet, and became generally so powerful that the Knights, after their capture of Constantinople, determined to suppress this stronghold of the Cross against the growing power of the Crescent. The Turks attacked the Island in 1480 with an enormous fleet and army, but were beaten off after terrible assaults, by the Knights under Grand Master Peter d'Aubusson. Rhodes stood impregnable against the power of the Turks and helped to stem the tide of Ottoman successes which threatened to overwhelm Europe.

There was a period of comparative peace for over a century, but in 1522 the Turks attacked Rhodes again, when De L'Isle Adam was Grand Master of the Order. After a fierce siege and an heroic defence, lasting six months, the Knights were compelled to surrender, but on favourable terms, being allowed to leave the Island within twelve days in their own galleys, and with their arms and property.

MALTA.

After some years of wandering, the Knights next settled down in Malta, still under De L'Isle Adams. They found it a barren rock, but set to work to fortify it to such good purpose that thirty-five years later, in 1565, they were able to beat off a terrible attack by the Turks, who lost thirty thousand men, with the loss of only 200 Knights and 6,000 soldiers. The siege was watched with keenest anxiety by all the princes of Europe, and prayers were issued by Queen Elizabeth for the defence of Christendom, so sorely menaced.

On the rise of the maritime power of the elective Dukedom of Venice and Genoa in the seventeenth and eighteenth centuries, the Knights of St. John slowly lost influence in the Mediterranean, though they continued to maintain a fleet at Malta and to capture Corsica, a training in expeditions at sea being at first duty of every young Knight. At length, after the gradual waning of their naval activities and the comparative luxury and idleness of their life at Malta, came the seizure of the large revenues from their French estates by the Directory of the French Revolution in 1792.

The blow was completed in 1798 by the appearance before Malta of Napoleon's fleet and transports, then on their way to Egypt. Some treachery and the weakness of the Order's leaders at the time induced the Grand Master to capitulate without fighting. The Knights were dispersed to ships to their native lands, while Napoleon, leaving a French garrison proceeded to Egypt. After the battle of the Nile, Malta was taken by the British fleet and became a British possession.

THE ORDER IN ENGLAND.

The history of the Order in England is not illuminated by the same wonderful passages of battles with Saracens and Turks, but it is none the less full of historical interest. About the year 1120 one, Jordan de Brisset of Eltham, in Kent, gave to the Order ten acres of land in Clerkenwell, where the Knights built their chief home in England, and on which site the headquarters of the St. John Ambulance Brigade now is. At the beginning of the fourteenth century the Order was divided into the eight nations, or tongues, of Provence, Auvergne, France, Italy, Aragon, Castile, England, and Germany, and the chief dignities of the Order were severally appropriated to the principals of the various nations, the head of the Order in England being called the "Treasurer," or Commander of the Cavalry.

THE BUILDINGS IN CLERKENWELL.

The first building in England was on a large and impressive site, consisting of a crypt, a choir, and a circular nave, the other buildings of the Priory comprising, so far as is known, a great hall, dormitories, cloisters, armory, and a gate-house. The head of the Order in England was the Lord Prior of St. John, who took precedence of all other lay barons in the House of Lords. In 1381 the Lord Prior, Sir Robert Hales, was beheaded by the rebels under Wat Tyler, at the same time as the Archbishop of Canterbury, and the Priory Buildings were burnt, but were replaced later. The Lord Prior, Sir Thomas Dacres, rebuilt the gate-house in 1504, and inserted the large windows still existing in the Priory Church. At the dissolution of the religious house the Priory of the Hospitalers was the last to be suppressed, and during the reign of his reign King Henry VIII, used the buildings partly as a storehouse for his munitions of war, and partly as a home for the Lady Mary.

The Priory appears soon to have been broken up into the hands of various owners, and to-day, with the exception of a few cellars, nothing remains but the choir and crypt of the church and the gate-house of the Priory, now known as St. John's Gate, the headquarters of the Order in England.

Early in the nineteenth century the Venerable Ordinary Council of the Order sitting in Paris, consisting chiefly of French Knights, who had survived the suppression of the Order from Malta by Napoleon, re-established the Order in England, with the proviso that admission might be extended to members of the Anglican Church. The status of the Order was confirmed by Queen Victoria, who, in 1886, granted a new charter which to-day controls the work of the English Grand Priory and its departments.

THE ST. JOHN AMBULANCE ASSOCIATION.

Such is the great background of history from which the St. John Ambulance Association and its offshoot, the St. John Ambulance Brigade, have evolved, and never surely had a good cause such inspiring memories to draw upon.

The device of the Red Cross was adopted at the time of the Geneva Convention in 1864, the Congress adopting the arm of the City of Geneva, only seven years before the Order of St. John existed. The Order of St. John of Jerusalem represented at the International Conference of Red Cross Societies held in Berlin (about 1900), but the real beginning of the ambulance movement, as we know it, dates from the Franco-German War of 1870, when it was seen that no Red Cross Society could fulfil its duties in time of war unless it were properly organised in time of peace. What has been done for field hospitals by Florence Nightingale has been done for ambulance work generally by the St. John Ambulance Association. For the last forty years its powers and organisation have been steadily developing, not only in the British Isles but throughout the Empire, so that India, Canada, South Africa, Australia, and all the other Dominions have now their own splendid organisations, while in Jerusalem it maintains the British Ophthalmic Hospital. All these are integral parts of the Ambulance Depot of the Order of St. John.

IN TIME OF PEACE.

Though war is now in the minds of all of us, let us show what the Brigade is always ready to do in time of peace. On Tuesday, October 14th, 1913, there was a terrible railway explosion at Senghenydd, in South Wales. Here is an extract from the report of the Superintendent who was in charge of the Brigade workers at the scene of the disaster:

"I arrived at the colliery about two hours after the explosion occurred, taking with me some stretchers, medical apparatus, etc., and in a short time members of our Brigade began to arrive on the scene. By the afternoon 103 men had reported themselves, bringing with them a good supply of stretchers, bandages, splints, bandages, and blankets. Several men of the Brigade went down the pit with exploring parties to render assistance in rescue work. On the Tuesday night eighteen men were brought out alive. Five of the St. John men were with the exploring party, and helped to bring these up, and attended to them, and handed them over to nurses in the temporary ambulance station. During the second day and night St. John men and nurses turned up at all hours from various parts fully prepared to undertake anything required of them in such numbers that I had to send many home until required. During the week 216 St. John officers and men reported themselves, and 29 St. John nurses."

HEROIC AMBULANCE MEN.

Here the men of the Brigade worked not only at the pit-head, where the "cases" dealt with included cuts, burns,

wounds, and men who were "gassed" by the deadly fumes in the mine, but they descended for underground to the workings, helping the rescue parties in their terribly dangerous work, carrying out the survivors, snatching them from the borderland of death by giving "first aid" on the spot. And what was done at Senghenydd has been done elsewhere, in varying circumstances, scores and hundreds of times. The men of the Brigade are to be found in every railway company, and in all the principal mines, factories, foundries and industrial concerns throughout the country.

IN TIME OF WAR.

A monument in St. John's Church at the ancient headquarters of the Brigade, unveiled by King George, commemorates the services of over 70 of the Brigade who laid down their lives in carrying on their work in the South African and Chinese Wars of 1899-1902.

We are now at war—the grimmest and the most terrible war the world has ever seen. What are the members of the St. John Ambulance Brigade doing now? The answer is that 5,000 of them are already helping the armies in the field, and four times as many men volunteered as were asked for. During the first week after the outbreak of war over 4,000 brigade men were mobilised for service with the Royal Navy and the Army. Since then, further contingents have been sent to France, and they have been in the thick of the work at Mons, at Cambrai, at Marcell, on the Aisne, and at other hot spots which will henceforth be inscribed gloriously on the banners of British regiments.

APPEAL TO PUBLIC.

At this fateful time, when England and the Empire are drawn into a conflict beside which even the desperate fighting of the old Knights of St. John pales into insignificance, it will be seen what a power for help and usefulness is the oldest Red Cross organisation. In times of peace the Order does not appeal to the public for subscriptions, but now, in this great hour of our history, when, in addition to the expense of mobilising thousands of men, there are funds required for the equipment and maintenance of the hospitals of the Order at home and abroad, there is every need for the public to come forward and support a national organisation which works to the noblest of all ends—the succour of friend and foe alike on the field of battle. The spirit which inspires the St. John Ambulance Brigade—has its roots in the earliest years of civilisation, when the Knights of St. John combined, for the first time in history, of the world, the art of healing with valour and prowess as soldiers of the Cross. Through the centuries the Order has endured, with a history more full and stimulating than that of any royal dynasty.

The men in the dark uniform are one of the legacies bequeathed to the world by the Christian Knights, who, centuries ago, battled with the hosts of Saladin. The men and women of the St. John Ambulance Brigade belong to the oldest healing society in the world.

A PROLONGED WAR.

BERLIN'S SIGNIFICANT SILENCE.

The absence of any démenti, either official or otherwise, of the remark attributed to the Kaiser, that the war would be over in October, lends colour, the *Times* says, to the supposition that this Imperial utterance was authentic. It is significant that nothing which suggests that the war is likely to be a protracted one ever appears in the German newspapers. A very condensed report of Lord Kitchener's speech on July 9th was issued to the Press, but there has been practically no comment, and his statement that nothing had occurred to alter his original opinion that the war would be a long one is studiously ignored. All this appears to indicate that Germany is by no means enthusiastic at the prospect of a long-drawn-out struggle. A disagreeable impression has obviously been caused by the brilliant success of the British War Loan, more especially as utterly misleading forecasts of the result had been previously published by several papers. One Hamburg organ proudly declared last week that the absolute maximum the British Government could hope to borrow was £200,000,000. The fact that double this amount has actually been subscribed may open the eyes of the German public to the character of the "news" their newspapers supply them with.

According to the *Norddeutsche Allgemeine Zeitung*, a conference of the Federal Ministers of Finance took place on July 10th, at which the Secretary of the Imperial Treasury, Dr. Helfferich, gave a review of the financial position of the Empire, and outlined the new measures contemplated for the further prosecution of the war.

The conversation that followed (proceeds the *Norddeutsche*) "revealed the unanimously favourable opinion entertained regarding Germany's financial strength, and also the unanimous and inflexible resolve to cooperate in every sacrifice needed to secure a victorious peace."

Dr. Helfferich announced that a new Vote of Credit would be brought in at the coming Reichstag session. The question of taxing war profits was also considered, and it was intimated that an impost of this kind would shortly be announced. It remains to be seen whether the Minister's confidence in Germany's financial strength is shared by real experts in the Fatherland. Dr. Helfferich's reputation as an authority in finance has suffered considerably in consequence of his statement to the Vienna newspaper six weeks ago that Great Britain was rapidly approaching economic exhaustion, a remark the fatuity of which is sufficiently demonstrated by the result of our War Loan.

The Germans are recalling and circulating among their troops the words of the Emperor Frederick William III.: "Soldiers, not only have you to harass and exterminate the enemy, but you have also to massacre individual soldiers. War sanctifies all means; the most terrible are the best."

SHIPPING IN PORT.

STEAMERS.
ARTEMIS, Dutch str., 2,312, F. Reedeker, 18th August—Hankow 13th August, Ballast, Asiatic Petroleum Co.
CHRONOSING, British str., 1,939, V. McC. Liddell, 20th August—Tientsin 13th August, General—Jardi & Matheson & Co.
CHELAN MARU, Japanese str., 1,006, M. Oka, 20th August—Hongay 17th August, Coal—Order.
HAICHING, British str., 1,267, J. S. Thomson, 22nd August—Swatow 21st August, General—Douglas, Sprat & Co.
CHINGHONG, British str., 1,193, J. S. Doyle, 16th August—Port Paracel 3rd August, Cement Stone—Shewan, Tomes & Co.
CAINSHUA, British str., 1,353, J. V. Sidford, 20th August—Manila August 14th, General—Butterfield & Swire.
CHIVO MARU, Japanese str., 7,253, E. Bent, 17th August—San Francisco 17th July, General—Toyo Nisen Kaisha.
CHIYUEN, Chinese str., 1,107, Ross, 18th August—Shanghai 15th August, General—Chinese.
CHOFU MARU, Japanese str., 933, S. Orii, 5th August—Bintul 21st July, Wood—Order.
FUKU MARU, Japanese str., 3,087, H. Chisaki, August 18th—Mojji August 12th, Coal—Mitsui Bussan Kaisha.
HAYABUSA, British str., 1,276, H. Hayanoan, 6th August—Manila 2nd August, General—Snowman & Co.
Hsienchow, Chinese str., Monro, 19th August—Tientsin 11th August, General—Chinese.
Hua, French str., 739, A. Cornelissen, 20th August—Kwangchow 19th August, General—A. R. Marty.
Hysan, British str., 4,232, George Meir, August 21st—Mifko August 17th, General—Butterfield & Swire.
HUPEN, British str., 1,203, Cole, August 22nd—Bangkok and Swatow August 21st, General—Butterfield & Swire.
JAPAN, British str., 3,606, C. P. Seddon, 20th August—Calcutta 26th July, General—David Sassoon & Co.
KANGCHOW, British str., 1,218, Forsyth, 15th August—Weihaiwei 10th August, General—Butterfield & Swire.
LAERTES, British str., 1,340, A. Jenkins, 15th August—Saigon 11th August, Rice and General—Chinese.
LANCHOW, British str., 1,220, Wm. Benson, 21st August—Shanghai 17th August, General—Butterfield & Swire.
NANYO MARU, Japanese str., 1,908, 18th August—Wakamatsu 19th August, Coal—Mitsui Bussan Kaisha.
NAME MARU, Japanese str., 877, N. Hyodo, 21st August—Keelung 18th August, Coal—Osaka Shosen Kaisha.
REINBO MARU, Japanese str., 1,735, Kaneda, 6th August—Dairen 26th July, General—Mitsui Bussan Kaisha.
TONG HONG, British str., 1,131, Prym, August 21st—Shanghai 14th, General—Order.
TOKYO MARU, Japanese str., 2,291, I. Nakamura, 6th August—Mojji 3rd August, Coal—Mitsui Bussan Kaisha.
TOSIOU MARU, Japanese str., 1,529, K. Yamada, 11th August—Chingwangtao 4th August, Coal—Doddwell & Co.
WINOSANO, British str., 1,517, J. H. Lishman, 18th August—Saigon 14th August, Rice—Jardine, Matheson & Co.

LATEST STEAMER MOVEMENTS.

The silk despatched hence per str. *Nippon Maru* on the 15th July was delivered in New York on the 15th inst. The P.M. str. *China* sailed from Manila yesterday morning, and is due to arrive at Hongkong on Wednesday morning, the 25th August.

FORTHCOMING EVENT.

Saturday, 28th Aug.—Hopkirk Hotel Co., Ltd., Meeting of Shareholders at the Company's Hotel.

THE NEW FRENCH REMEDY, No. 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

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SHIPPING

ARRIVALS.

AZUMASAN, MARIU, Japanese str., 2,050, 22nd August—Wakamatsu 10th August, Coal—Mitsui Bussan Kaisha.

Elora, Norwegian str., 894, Elaisen, 23rd August—Daly 10th August, Beans—Thoresen & Co.

Foochow, British str., 1,120, Owen, 22nd August—Newchwang 14th August, Beans and General—Butterfield & Swire.

Fooshing, British str., 1,423, Hay, 23rd August—Kohsiang 13th August, Rice—Jardine, Matheson & Co.

GLENDALOUGH, British str., 1,437, McKennie, 23rd August—Singapore 17th August, General—Chinese.

IKOMA MARU, Japanese str., 2,207, Kiyahara, 23rd August—Moji 19th August, Coal—Mitsui Bussan Kaisha.

JADE, French str., 325, Pannier, 22nd August—Haiphong 22nd August, General—Chinese.

Kajid, Norwegian str., 910, Hellesoe, 23rd August—Saigon 14th August, Rice—Thoresen & Co.

KATANA, British str., 2,001, B. C. D. Bradley, 23rd August—Moji 18th August, Coal—Jardine, Matheson & Co.

LIANGHONG, British str., from Canton, 22nd August—Hull 21st August, General—Jardine, Matheson & Co.

NERA, French str., 5,548, Gary, 22nd August—Yokohama 14th August, General—Messageries Maritimes.

SINKING, British str., 1,610, C. Williams, 22nd August—Shanghai 19th August, General—Butterfield & Swire.

STANDARD, Norwegian str., 948, Johansen, 22nd August—Swatow 21st August, Rice—Thoresen & Co.

ST. ALBANS, British str., 2,538, E. I. Piche, 23rd August—Melbourne 24th July, General—Gibb, Livingston & Co.

CLEARANCES.

IN THE HARBOUR MASTER'S OFFICE.

August 23rd.

ELORA, Norwegian str., for Canton.

LIAN, British str., for Bangkok.

TULADAP, Dutch str., for Swatow.

DEPARTURES.

August 23rd.

DEVANONSE, British str., for Saigon.

HUE, French str., for Kwangchow.

MEXICO MARU, Jap. str., for Manila.

NERA, French str., for Saigon.

SINKING, British str., for Canton.

PASSENGERS.

ARRIVED.

Per *Nera*, for Hongkong, from Yokohama, Mr. Cassio, David, from Shanghai, Mrs. Phym, Mr. W. B. Perkins, Mrs. Wildes, Miss Barston, Miss Todd, Mr. Moore, Capt. Erhardt, Mr. and Mrs. N. H. Chai, daughter and servant, Mrs. Grunberg, and Mr. Tobias.

Per *St. Albans*, for Hongkong, from Melbourne, Mr. P. G. Garrioch, from Sydney, Mrs. Buchanan, Mrs. G. Labin, Mr. W. Brown, from Manila, Mr. and Mrs. J. P. Esbridge, and child, Mrs. M. E. Powers, and two infants, Mr. E. Quijano, Mr. Guevarra, Mrs. P. C. Lawrence, Mr. J. J. Neron, Mr. and Mrs. E. Block, from Timor, Mr. Alberto Carlos, Lieut. H. de M. Ingles, Mrs. B. Mascarenhas, Mr. C. A. Abreu, Lieut. and Mrs. J. C. Gaio, Master A. da Duna, Mr. A. O. Manarte, Mr. A. Mariano, and Mr. L. Remedios.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The str. *Manchuria* sailed from Yokohama on the 20th August via Manila for Hongkong. The mails have been transferred to the Nippon Yusen Kaisha's str. *Aki Maru*, due to arrive at Hongkong on the 29th inst.

AUSTRALIAN MAIL.

The Australian Oriental Line str. *Charissa* left Port Darwin for Hongkong via Philippine ports on 19th inst., and may be expected to arrive on or about 31st inst.

THE CANADIAN MAIL.

The str. *Monteagle* left Vancouver, B.C., on the 8th August, a.m.

MERCHANT STEAMERS.

The str. *Ducera* from Calcutta left Singapore on the 18th August, and may be expected here on or about the 24th inst.

The Oriental African Line str. *Salamis* sailed from Mauritius on the 14th inst., and is expected to arrive here on the 1st September.

INDO-CHINA LINE.

Laisang, from Calcutta, is due in Hongkong 27th August.

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To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	SECT.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & HULL	KANDIAH	Brit. str.	1	H. R. Hetherington, R.N.R.	THE BANK LINE, LIMITED	To-day.
LONDON VIA USUAL PORTS OF CALL	NOYABA	Brit. str.	1	P. O. S. N. Co.	P. O. S. N. Co.	On 27th inst., at 5 p.m.
LONDON	RADNORSHIRE	Brit. str.	1	J. T. Jeffery	JARDINE, MATHESON & Co., Ltd.	On 28th inst.
LONDON & HULL	SARDINIA	Brit. str.	1	T. Sekine	P. O. S. N. Co.	About 10th Sept.
MARSHALLS VIA PORTS	SUWA MARU	Jap. str.	1	Noma	NIPPON YUSEN KAISHA	On 25th inst., at Noon
VIETNAM & BATAVIA VIA KEELUNG & SHAI	AKI MARU	Jap. str.	1	K. Mori	MESSAGERIES MARITIMES	On 4th Sept., at 5 p.m.
VANCOUVER VIA SHANGHAI & JAPAN	CHONGHONG MARU	Jap. str.	1	A. J. Hall	NIPPON YUSEN KAISHA	On 7th Sept., at 4 p.m.
SAN FRANCISCO VIA SHANGHAI & JAPAN	CHONGHONG MARU	Jap. str.	1	A. J. Hall	OSAKA SHOSHUN KAISHA	On 3rd Sept., at 3 p.m.
SAN FRANCISCO VIA SHANGHAI & JAPAN	CHONGHONG MARU	Jap. str.	1	A. J. Hall	CANADIAN PACIFIC RAILWAY	On 8th Sept.
SAN FRANCISCO VIA SHANGHAI & JAPAN	CHONGHONG MARU	Jap. str.	1	A. J. Hall	TOYO KISEN KAISHA	To-day, at Noon
SAN FRANCISCO VIA SHANGHAI & JAPAN	CHONGHONG MARU	Jap. str.	1	A. J. Hall	PACIFIC MAIL S.S. CO.	On 31st inst., at Noon
SAN FRANCISCO VIA SHANGHAI & JAPAN	CHONGHONG MARU	Jap. str.	1	A. J. Hall	PACIFIC MAIL S.S. CO.	On 7th Sept., at 1 p.m.
SAN FRANCISCO VIA SHANGHAI & JAPAN	CHONGHONG MARU	Jap. str.	1	A. J. Hall	TOYO KISEN KAISHA	On 28th Sept., at 10.30 a.m.
SAN FRANCISCO VIA SHANGHAI & JAPAN	CHONGHONG MARU	Jap. str.	1	A. J. Hall	TOYO KISEN KAISHA	On 10th Sept., at Noon
DELAGO BAY, DURBAN, EAST LONDON, & AUSTRALIAN PORTS VIA MANILA	SURAT	Brit. str.	1	G. L. Smith	THE BANK LINE, LIMITED	To-morrow
DELAGO BAY, DURBAN, EAST LONDON, & AUSTRALIAN PORTS VIA MANILA	CHONGHONG MARU	Jap. str.	1	P. C. Gambrell	GIBB, LIVINGSTON & Co.	On 28th inst., at 11 a.m.
DELAGO BAY, DURBAN, EAST LONDON, & AUSTRALIAN PORTS VIA MANILA	CHONGHONG MARU	Jap. str.	1	P. C. Gambrell	BUTTERFIELD & SWIRE	On 4th Sept.
DELAGO BAY, DURBAN, EAST LONDON, & AUSTRALIAN PORTS VIA MANILA	CHONGHONG MARU	Jap. str.	1	P. C. Gambrell	NIPPON YUSEN KAISHA	On 14th Sept., at 4 p.m.
DELAGO BAY, DURBAN, EAST LONDON, & AUSTRALIAN PORTS VIA MANILA	CHONGHONG MARU	Jap. str.	1	P. C. Gambrell	NIPPON YUSEN KAISHA	On 12th Sept., at 10 a.m.
DELAGO BAY, DURBAN, EAST LONDON, & AUSTRALIAN PORTS VIA MANILA	CHONGHONG MARU	Jap. str.	1	P. C. Gambrell	NIPPON YUSEN KAISHA	On 27th inst., at D'light.
DELAGO BAY, DURBAN, EAST LONDON, & AUSTRALIAN PORTS VIA MANILA	CHONGHONG MARU	Jap. str.	1	P. C. Gambrell	NIPPON YUSEN KAISHA	On 31st inst., at Noon
DELAGO BAY, DURBAN, EAST LONDON, & AUSTRALIAN PORTS VIA MANILA	CHONGHONG MARU	Jap. str.	1	P. C. Gambrell	NIPPON YUSEN KAISHA	To-day, at 5 p.m.
DELAGO BAY, DURBAN, EAST LONDON, & AUSTRALIAN PORTS VIA MANILA	CHONGHONG MARU	Jap. str.	1	P. C. Gambrell	NIPPON YUSEN KAISHA	To-day, at 4 p.m.
DELAGO BAY, DURBAN, EAST LONDON, & AUSTRALIAN PORTS VIA MANILA	CHONGHONG MARU	Jap. str.	1	P. C. Gambrell	NIPPON YUSEN KAISHA	To-day, at 3 p.m.
DELAGO BAY, DURBAN, EAST LONDON, & AUSTRALIAN PORTS VIA MANILA	CHONGHONG MARU	Jap. str.	1	P. C. Gambrell	NIPPON YUSEN KAISHA	On 26th inst., at D'light.
DELAGO BAY, DURBAN, EAST LONDON, & AUSTRALIAN PORTS VIA MANILA	CHONGHONG MARU	Jap. str.	1	P. C. Gambrell	NIPPON YUSEN KAISHA	On 26th inst., at 4 p.m.
DELAGO BAY, DURBAN, EAST LONDON, & AUSTRALIAN PORTS VIA MANILA	CHONGHONG MARU	Jap. str.	1	P. C. Gambrell	NIPPON YUSEN KAISHA	On 26th inst.
DELAGO BAY, DURBAN, EAST LONDON, & AUSTRALIAN PORTS VIA MANILA	CHONGHONG MARU	Jap. str.	1	P. C. Gambrell	NIPPON YUSEN KAISHA	About 6th Sept.
DELAGO BAY, DURBAN, EAST LONDON, & AUSTRALIAN PORTS VIA MANILA	CHONGHONG MARU	Jap. str.	1	P. C. Gambrell	NIPPON YUSEN KAISHA	On 27th inst.
DELAGO BAY, DURBAN, EAST LONDON, & AUSTRALIAN PORTS VIA MANILA	CHONGHONG MARU	Jap. str.	1	P. C. Gambrell	NIPPON YUSEN KAISHA	About 27th inst.
DELAGO BAY, DURBAN, EAST LONDON, & AUSTRALIAN PORTS VIA MANILA	CHONGHONG MARU	Jap. str.	1	P. C. Gambrell	NIPPON YUSEN KAISHA	On 28th inst., at 10 a.m.
DELAGO BAY, DURBAN, EAST LONDON, & AUSTRALIAN PORTS VIA MANILA	CHONGHONG MARU	Jap. str.	1	P. C. Gambrell	NIPPON YUSEN KAISHA	On 31st inst., at D'light.
DELAGO BAY, DURBAN, EAST LONDON, & AUSTRALIAN PORTS VIA MANILA	CHONGHONG MARU	Jap. str.	1	P. C. Gambrell	NIPPON YUSEN KAISHA	On 19th Sept.
DELAGO BAY, DURBAN, EAST LONDON, & AUSTRALIAN PORTS VIA MANILA	CHONGHONG MARU	Jap. str.	1	P. C. Gambrell	NIPPON YUSEN KAISHA	On 18th Sept., at 10 a.m.
DELAGO BAY, DURBAN, EAST LONDON, & AUSTRALIAN PORTS VIA MANILA	CHONGHONG MARU	Jap. str.	1	P. C. Gambrell	NIPPON YUSEN KAISHA	On 31st inst., at Noon
DELAGO BAY, DURBAN, EAST LONDON, & AUSTRALIAN PORTS VIA MANILA	CHONGHONG MARU	Jap. str.	1	P. C. Gambrell	NIPPON YUSEN KAISHA	To-day, at 3 p.m.
DELAGO BAY, DURBAN, EAST LONDON, & AUSTRALIAN PORTS VIA MANILA	CHONGHONG MARU	Jap. str.	1	P. C. Gambrell	NIPPON YUSEN KAISHA	On 27th inst., at 3 p.m.
DELAGO BAY, DURBAN, EAST LONDON, & AUSTRALIAN PORTS VIA MANILA	CHONGHONG MARU	Jap. str.	1	P. C. Gambrell	NIPPON YUSEN KAISHA	On 31st inst., at 3 p.m.
DELAGO BAY, DURBAN, EAST LONDON, & AUSTRALIAN PORTS VIA MANILA	CHONGHONG MARU	Jap. str.	1	P. C. Gambrell	NIPPON YUSEN KAISHA	To-day, at Noon
DELAGO BAY, DURBAN, EAST LONDON, & AUSTRALIAN PORTS VIA MANILA	CHONGHONG MARU	Jap. str.	1	P. C. Gambrell	NIPPON YUSEN KAISHA	On 28th inst., at 3 p.m.
DELAGO BAY, DURBAN, EAST LONDON, & AUSTRALIAN PORTS VIA MANILA	CHONGHONG MARU	Jap. str.	1	P. C. Gambrell	NIPPON YUSEN KAISHA	On 31st inst., at 4 p.m.
DELAGO BAY, DURBAN, EAST LONDON, & AUSTRALIAN PORTS VIA MANILA	CHONGHONG MARU	Jap. str.	1	P. C. Gambrell	NIPPON YUSEN KAISHA	On 4th Sept.
DELAGO BAY, DURBAN, EAST LONDON, & AUSTRALIAN PORTS VIA MANILA	CHONGHONG MARU	Jap. str.	1	P. C. Gambrell	NIPPON YUSEN KAISHA	On 6th Sept.
DELAGO BAY, DURBAN, EAST LONDON, & AUSTRALIAN PORTS VIA MANILA	CHONGHONG MARU	Jap. str.	1	P. C. Gambrell	NIPPON YUSEN KAISHA	On 4th Sept., at 7 a.m.
DELAGO BAY, DURBAN, EAST LONDON, & AUSTRALIAN PORTS VIA MANILA	CHONGHONG MARU	Jap. str.	1	P. C. Gambrell	NIPPON YUSEN KAISHA	On 27th inst., at 3 p.m.
DELAGO BAY, DURBAN, EAST LONDON, & AUSTRALIAN PORTS VIA MANILA	CHONGHONG MARU	Jap. str.	1	P. C. Gambrell	NIPPON YUSEN KAISHA	On 3rd Sept.
DELAGO BAY, DURBAN, EAST LONDON, & AUSTRALIAN PORTS VIA MANILA	CHONGHONG MARU	Jap. str.	1	P. C. Gambrell	NIPPON YUSEN KAISHA	On 28th inst.
DELAGO BAY, DURBAN, EAST LONDON, & AUSTRALIAN PORTS VIA MANILA	CHONGHONG MARU	Jap. str.	1	P. C. Gambrell	NIPPON YUSEN KAISHA	On 1st Sept.
DELAGO BAY, DURBAN, EAST LONDON, & AUSTRALIAN PORTS VIA MANILA	CHONGHONG MARU	Jap. str.	1	P. C. Gambrell	NIPPON YUSEN KAISHA	On 28th inst., at 6 a.m.
DELAGO BAY, DURBAN, EAST LONDON, & AUSTRALIAN PORTS VIA MANILA	CHONGHONG MARU	Jap. str.	1	P. C. Gambrell	NIPPON YUSEN KAISHA	On 26th inst., at 10 a.m.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

TO	TO SAIL
SHANGHAI	Thursday, 26th Aug. D'light
WEIHAUWEI, TIEN-TSIN	Friday, 27th Aug. D'light
SINGAPORE, PENANG & CALCUTTA	Friday, 27th Aug. 3 p.m.
HOIHOW & HAIPHONG	Saturday, 28th Aug. 6 a.m.
MANILA	Saturday, 28th Aug. 3 p.m.
SHANGHAI, KOBE & MOJI	Tuesday, 31st Aug. D'light
WEIHAUWEI & TIEN-TSIN	Tuesday, 31st Aug. Noon
MANILA	Saturday, 4th Sept. 3 p.m.

RETURN TOUS TO JAPAN.

The Steamers "KUTSANG," "NAMANG," and "FOOKSANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 30 days. This service is supplemented by the "YATPING," "KUNSHANG," and leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning to Hongkong. Time occupied 6 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified surgeon is also carried.

Steamers have superior accommodations for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze, Choo, Tsin, Dalay, W'wei, N'kwang.

Taking Cargo on Through Bills of Lading to Rangoon, Lahad Duta, Singapore, Tawau, Uluatu, and Labuan.

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Hongkong, 24th August, 1915

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BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

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AGENTS.

Hongkong, 16th April, 1915.



R.M.S.P.

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

HOMEWARD.

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Hongkong, 23rd July, 1915.

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VESSELS ON THE BEAT

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, ADEN, EGYPT, MEDITERRANEAN PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, AMERICAN CONTINENTAL, AND SOUTH AFRICA PORTS.

THE Steamship

"NOVARA."

Captain H. R. Hetherington, R.N.R., carrying His Majesty's Mails, will be despatched from this port on or about the 27th August, 1915, taking Passengers and Mails for the above Ports, in connection with the Co.'s s.s. "MORRA" from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

8th and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed by Bombay and transhipped to the s.s. "KAISAR-I-HIND" due in London on the 9th Oct., 1915.

Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to

B. A. HEWETT, Superintendent.

Hongkong, 16th August, 1915.

REGULAR STEAMSHIP SERVICE.

PROPOSED SAILINGS FROM HONGKONG.

For NEW YORK, via PANAMA CANAL S.S. "SHIMOSA," on or about 31st August.

For Freight and further information, apply to

DODWELL & Co., Ltd., Agents.

Hongkong, 7th August, 1915.

C. P. R.

THE Canadian Pacific Railway Co. will despatch the Steamship

"MONTEAGLE"

from HONGKONG on the following dates:

WEDNESDAY, 8th Sept.

SATURDAY, 16th Nov.

for VANCOUVER via the usual Ports of Call

For Freight or Passage, apply—

D. W. CRADDOCK,

General Traffic Agent.

Hongkong, 10th August, 1915.

[850]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

FROM CALCUTTA, RANGOON, PENANG AND SINGAPORE.

THE Steamship

"JAPAN,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board on the 23rd inst., at Noon, will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Underwriter.

DAVID SASSOON & Co., Ltd.,

Agents.

Hongkong, 20th August, 1915.

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"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVENUE"

FROM MIDDLEBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 31st inst., or they will not be recognized. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst., at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 17th August, 1915.

[1872]

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PLANS OF THE SI-KIANG

OR

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PRICE ONE DOLLAR

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